

# PROFILE



Life in the Armed Forces

February 2003

Air Traffic  
Controllers

Coast Guard Protecting  
Coastal Water Ways

U.S. Army Soldiers Show

Gunnersmates  
Train At Sea

OSPREY AND ITS CREW



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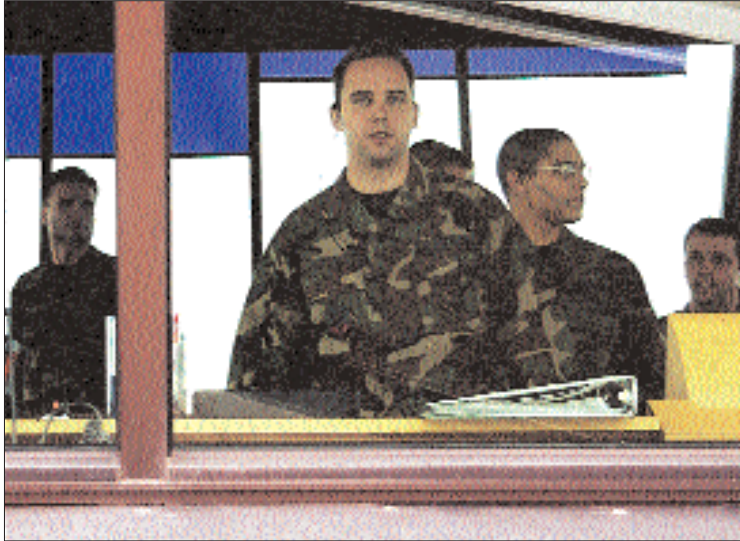
Some of the youngest Marines make up the crew of the Corps' most technologically advanced aircraft, the MV-22 Osprey.

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A young crew of Marines pose in front of their MV-22 Osprey at Cherry Point, N.C. The Osprey is on the forefront of aviation technology for the Marine Corps. Photo by Gunnery Sgt. Lawrence Torres III.







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# News and Information



## Soldiers Destroy Weapons Cache in Afghanistan

Members of the 731st Explosive Ordnance Disposal Company from Ohio celebrated the New Years with a bang when they destroyed nearly 7,500 lbs. of unexploded ordnance at two sites a few miles outside the main gate of Kandahar Air Base.

It was a dangerous mission, but extremely important, said Staff Sgt. Ernest Richter III, a team leader with the 731st EOD.

"We destroyed these weapons caches so they can't be used against us or the current Afghan government," he said. "(The ordnance) is all still serviceable. They could fire it at U.S. troops or at each other."

Richter said safety is a prime consideration throughout the planning of each operation and during a mission. Planning typically starts a week before the mission, and includes such things as calculating the safe distances for personnel from the blast and fragmentation.

The day of the operation begins with a safety brief for all soldiers participating. Because of the risks involved, EOD technicians clear a safe area that is used when personnel are not actively working with ordnance.

Once each area is cleared, the rest of the unit moves in.

One work area for this mission was a concrete bunker filled with Spanish-made AE-120 mm-high-explosive mortar rounds.

The bunker was covered with steel decking and sand, which had to be removed with heavy equipment. The remaining dirt had to be removed by hand, and the team removed the packing crates filled with mortar rounds.

There were enough crates of mortar rounds to fill a flatbed truck twice.

Another work area was an open pit containing more than 40 Soviet-made FOTAB 100-80 aerial-photoflash bombs. FOTABs are filled with flash powder and are used at night for photography.

The FOTAB bombs were blown in place, but the mortar rounds were moved to a different blast site.

Once at the blast site, the mortar rounds were taken out of their crates, removed from their packing tubes, and stacked in a row - 115 rounds long and three high.

It's tough work, said EOD members, but there is no room for complacency. They said dropping a 37-pound mortar round at your feet is dangerous, to say the least.

The team placed blocks of C-4 explosives in planned locations on the pile and laid Bangalore torpedoes on top. All

non-essential personnel left the area while the explosives were wired for detonation.

All explosions are controlled with a remote-command detonator as opposed to a timer. This is a safety precaution for aircraft flying in the local area or people on the ground who might wander too close to the blast area.

"Our job here is trying to keep all the soldiers here safe," said EOD technician, Sgt. Justin Roe. "In addition to destroying ordnance, we give classes on different types of ordnance and what can happen if they are handled by someone who doesn't know what they are doing."

*Army News Service*

## New Short Term Enlistments Coming

A new military short-term enlistment program will begin Oct. 1 aimed at expanding the opportunities for all Americans to serve the country.

Congress authorized the National Call to Service enlistment option as part of the fiscal 2003 National Defense Authorization Act.

The program allows the military services a new option to reach a group of young Americans who otherwise might not serve because of the length of traditional enlistment options, said Bob Clark, assistant director in the Department of Defense's accession policy directorate.

The program will work like this: A recruit enlists for the option and incurs a 15-month active-duty service obligation following completion of initial-entry training, for a total active-duty commitment of about 19 months.

Following successful completion of active duty, servicemembers may re-enlist for further active duty or transfer to the selected reserve for a 24-month obligation.

Once this is completed, servicemembers may stay in the selected reserve or transfer

to individual ready reserve for the remainder of an eight-year commitment.

"The unique piece of this legislation is that while in the individual ready reserve, these young people will be given the opportunity to move into one of the other national service programs, such as AmeriCorps or the Peace Corps, and time in those will count toward their eight-year obligation," Clark said.

While the Army and Navy already have a limited two-year enlistment program, this is the first time the Air Force and Marine Corps will offer the option.

Clark said that the option would be limited to high-quality recruits — those with a high school diploma and scores in the top half of aptitude tests. Officials hope this will make the military more attractive to college-bound youth who might volunteer to take a short period out between high school and college, but would not take off that three- or four-year period.

He said he feels the option may also attract college graduates interested in serving their country before attending graduate school. But perhaps the largest potential pool for the option is with community college graduates who might serve the country for a short time and use available incentives to enter a four-year school, Clark said.

There are four incentives under the option. The first is a \$5,000 bonus payable upon completion of active duty service.

The second is a loan-repayment option also paid at the end of the active-duty portion. The legislation allows for repayment of up to \$18,000 of qualifying student loans.

The final two incentives are tied to, but not part of, the Montgomery G.I. Bill. One gives 12 months of a full Montgomery G.I. Bill stipend — currently about \$900 a month.

"This should attract college graduates looking to go to grad



school," Clark said.

The other incentive offers 36 monthly payments at one-half of the current Montgomery G.I. Bill stipend.

"We look at this as being an incentive to both high school graduates or maybe college students who are financially strapped who may need to sit out for a period, serve the country, learn, see the world and then go to school," he said.

The services will set the enlistment criteria. Military specialties that involve long-term training will not be offered. Basic medical specialties, some engineer skills, and personnel, administration and combat specialties will be part of the mix. The first people who opt for this program will go into the delayed-entry program beginning Oct. 1.

Clark was adamant that servicemembers in this program would not be "second-class citizens." He said although they will serve shorter periods of time, they would be treated the same way as those with longer-term enlistments.

Traditional enlistment terms are three, four, five and six years, he said. The program will start with a small number of inductees, but there is no set number. As the program begins, DOD will work with national service organizations to ensure recruits under this program understand all their options.

Clarks said the department is coming off its most successful recruiting year ever.

"The department does not need this program to fill the ranks," he said. "But we are excited about offering the chance to serve the country to young men and women who ordinarily might not."

*American Forces Press Service*

## A Day On, Not a Day Off

Servicemembers and civilians alike left inspired after attending the Marine Forces Reserve tribute to the life of Dr.

## World Trade Center Steel To Be Used in USS New York

When USS New York (LPD 21) joins the fleet in 2007, it will sail with a permanent memorial to those who lost their lives in New York on Sept. 11, 2001.

Steel salvaged from the World Trade Center (WTC) wreckage will be used to build New York. The steel was recently shipped to Northrop Grumman Ship Systems in Pascagoula, Miss., and will ultimately be transported to its Avondale Operations shipyard in New Orleans, where the ship will be built.

After shipyard personnel inspects the steel, it will be melted down and used to make the bow stem of New York.

"We're very proud that the twisted steel from the WTC towers will soon be used to forge an even stronger national defense," said New York Gov. George Pataki. "The USS New York will soon be defending freedom and combating terrorism around the globe, while also ensuring that the world never forgets the evil attacks of Sept. 11 and the courage and strength New Yorkers showed in response to terror."

New York is the fifth of the San Antonio-class amphibious assault ships. The San Antonio-class ships embark, transport and land elements of an assault landing force by helicopters, vertical take-off and landing aircraft, air cushion landing craft and amphibious vehicles.

The San Antonio-class' future compatibility with the Marine Corps' "mobility triad" of advanced amphibious assault vehicles, landing craft air cushion and the MV-22 Osprey will make it a vital component of the Chief of Naval Operations' Sea Power 21 vision.

Its extensive command and control spaces and "flagship-like" connectivity will enable the ship class to fully support independent split operations or to serve as an integral part of amphibious ready groups, joint task forces or expeditionary strike groups.

Construction of New York is scheduled to start June 2003.

*Naval Sea Systems Command Public Affairs*



Martin Luther King Jr., held in Port-O-Call here, Jan 15.

The dozens in attendance were entertained with musical performances by the Marine Forces Reserve Band and the Naval Reserve Personnel Center Choraliers and discovered more about the life and teachings of King from the guest speaker, Rev. Leroy Gilbert, retired Navy chaplain and pastor of the Mt. Gilead Baptist Church, Washington, D.C.

Gilbert enlightened and uplifted the attendees with reminders of the way America was in the 1960's when King fought for the freedom and equality of all Americans. Some reminders spoken were of segregation, lack of common privileges and how people

cared enough for what they believed in to give their lives in order to pave the way to make America what it is today.

Gilbert also reminded audience members of the horrific tragedy that struck America on Sept. 11. He said the United States really became a color blind society that day when citizens pulled together, no matter their race, religion, or sex, and became one for the good of America.

"That's the love that makes America great," Gilbert said.

"I was almost in tears a few times," Master Sergeant Julius B. Huggins, Force Equal Opportunity Advisor, here, said speaking about Gilbert's message. "I think a lot of us forgot about the dream and he made it a realization again."

"It (Gilbert's speech) got me thinking about not taking things for granted anymore," said Cynthia Moore, Naval Reserve Personnel Center, here. "We tend not to pass on history from past generations to our kids and some of them take their freedom for granted. I think if he (King) were alive, he would be perplexed by the kids of today."

Huggins said, "I think it's a good thing to keep having tributes to King in order keep the spirit going."

Appropriately, Gilbert ended his sermon with King's "I have a dream" speech using every bit of energy and vitality that King used that August day in Washington, D.C.

"Let freedom ring."

*Marine Forces Reserve*



# THE REAL MV-22 P

## PAVING A NEW ROAD STRAIGHT OUT OF HIGH SCHOOL.

Story and photos by Gunnery  
Sgt. Lawrence Torres III

A human hand cannot function all by itself. It needs to be attached to a living body that is functioning correctly in order for it to accomplish what the brain tells it to do. Just like the hand, the MV-22 Osprey will not move on its own. It also needs the assistance of a full body of men and women to ensure it is in perfect condition for flight.

Made by Boeing and Bell Helicopter Textron, the MV-22 uses two wingtip rotors with Rolls Royce engines to take off and land like a helicopter. But unlike a helicopter, the rotors swivel forward to allow the craft to fly 60 percent higher, 100 miles per hour faster and about three times as far without refueling.

Ensuring the aircraft continues this pace lies on the shoulders of several Marines who have recently graduated from high school. Most of them never thought they would be working on this newly designed aircraft. The MV-22 Marines' life is similar to the founders of the first airplane, Orville and Wilber Wright, who start-



Petty Officer 3rd Class Jerry Lowe directs an MV-22 Osprey in for landing on the flight deck of the USS Essex off the coast of southern California.



# IONEER







(left) Cpl. Ethan Calvin, an aircraft mechanic, makes adjustments to the MV-22 Osprey's Rolls Royce engine. (below) Cpl. Kevin Henry, an airframes mechanic, checks the Osprey landing gear. He is also responsible for the hydraulics system and skin structure



ed working and building in 1899 without realizing how far their efforts would take them.

"We get to do stuff only 30 other people have done before," said airframes mechanic Cpl. Kevin L. Henry, Jr. "We are pioneers."

The 21-year-old Yuma, Ariz., native works on the hydraulic systems, skin structure and landing gear of the MV-22. Henry went to Marine Corps boot camp two weeks after high school graduation. After earning the title 'Marine' and graduating from airframe mechanics school, he started working on the CH-46 helicopter. He assumed his entire career would be with helicopters, but Henry moved and received training on the Osprey last year. He said the change was not hard because he is still a Marine with a mission.

"I love the comraderie and closeness in the shop," he said. "We are serious about our work and we also have a lot of fun."

Another vital component to the MV-22 body is the avionics technician who works on the communications and navigation equipment.

"If the radio goes out I have to figure out why," said 21-year-old Cpl. Mark A. Mosholder. A native of Chatsworth, Iowa, Mosholder said he attended aviation technician school for one year following Marine boot camp. After school he started working with helicopters and later transferred as a new pioneer with the MV-22 which included four more months of training.

"I did not have to pay to go to school for this job," said Mosholder, who joined the Marines immediately following high school graduation. "The Marine Corps paid me to go to school and most of the training I received will give me an associate's degree."

The money and degree do not get in the way of his focus and understanding of the responsibility revolving around this new trail he is blazing for the future. Mosholder knows that many lives depend on his hard work and knowledge of the MV-22.

"We all work together," said Mosholder as he was looking at his fellow Marines. "I want to ensure that my friends are flying in a safe and stable aircraft."

Cpl. Ethan Calvin, an aircraft mechanic, said he also feels a huge sense of responsibility for his fellow Marines and loves the Esprit de Corps. The 23-year-old native of Antlers, Okla., said he worked

for two years in a civilian job after graduation from high school and really didn't see the same environment or promotion enhancement there.

"We have a great work environment in the MV-22 squadron and the training is good," Calvin said. "There was not much of a future for me before (joining the Marines), but now I have an opportunity to make \$60,000 a year after my career in the Corps," Calvin said, referring to a future in civilian avionics.

Calvin said he is responsible for removing the engine from the MV-22 body and moving it to a high level maintenance shop. It nor-



## "If you like working on cars this will blow your mind."

-CPL. ETHAN CALVIN,  
AIRCRAFT MECHANIC



(left) Cpl. Mark Mosholder, an avionics tech, uses the NC-108 to check the electrical power to the cockpit. He also works on the communications and navigation systems for the Osprey.

(right, from right to left) Cpl. Kevin Henry, airframes mechanic; Sgt. Seth Hoffman, crew chief; Cpl. Mark A. Mosholder and Cpl. Ethan Calvin, aircraft mechanic.

(below) The V-22 "Osprey" resumes test flights at the Patuxent River Naval Air Station in Southern Maryland. The test flight was the first since the Pentagon grounded the aircraft in December 2000, following two fatal crashes eight months apart. The U.S. military wants to buy a total of 458 Ospreys for three services by 2013, with the principal customer being the U.S. Marine Corps.



mally takes him one full working day to accomplish this task.

"If you like working on cars this will blow your mind," Calvin said.

Those full days of work are a lot more exciting for the Osprey crew chief. The crew chief is on the aircraft everytime it is in the air, ensuring all passengers are safe and that all missions using cargo and personnel are performed correctly. All crew chiefs on this aircraft have also been transferred from helicopter squadrons.

According to Sgt. Seth Hoffman, an MV-22 crew chief, there is a world of difference between flying on the helicopter and flying on the Osprey.

"In a helicopter we would go to Myrtle Beach and have just enough fuel for that one-way trip," said Hoffman, who has been in the Marines for five years. "Now we can tour the states in the MV-22 without stopping, which means I can actually fly to more places and see different things."

Hoffman became aircrew qualified in Pensacola, Fla. The Dundee, Mich., native had to endure training simulators like the dreaded high-altitude chamber, helicopter dump and a g-force machine known as the "spin-and-puke." He also attended Survival, Escape and Resistance school, which gives air crew and pilots the training they need to survive an aircraft crash, and how to evade capture by the enemy.

"I can also work on the aircraft props and engines," said

Hoffman. "We will be using all of our training and things we have learned with this Osprey as training for the future Marines."

Hoffman signed up to be a Marine as a junior in Dundee High School. He never knew that he would be on an aircraft that would pave the future of combat flying and he says that his future is very bright.

"Corporations are not hiring people based on master's degrees," said Hoffman. "They're focused on that person who has training and experience."

All of the Marines have their individual assignments and future dreams, but realize they're part of a team that must work hard to ensure the future of the Osprey continues to flourish. Each individual knows that their efforts might appear small, but without their support and dedication the aircraft would never leave the ground. These Marines are the pioneers and future of this elite unit.

For more information about the United States Marine Corps, contact 1-800-MARINES or visit [www.marines.com](http://www.marines.com)



# Keeping the airways clear of



Story by Lance Cpl. Jake Boerhave Photo illustrations by Sgt. Aaron Thacker



AIRMAN 1ST CLASS MYLES CULLEN

An F-15 Eagle, one of the Air Force's premier fighter jets, lifts off after being cleared by air traffic control. The pilots of these jets must heed all instructions and precautions given by the controllers in the tower.

**I**t's a modern marvel in itself that the Air Force can put 50,000 pounds of metal, fuel and weaponry in the air ... then make it travel at 1,800 miles an hour; Much less, coordinate the takeoff and landing of multiple aircraft in a relatively small space. It's a far cry from getting rush hour traffic on and off the freeway. Or is it?



# TRAFFIC



The air traffic control tower at Langley Air Force Base, Va., is the facility used by the 1st Fighter Wing's control staff to issue safety and traffic alerts, give weather conditions and clear aircraft for takeoff and landing.

U.S. AIR FORCE PHOTO





PHOTOS BY ARMY SGT. AARON THACKER

Senior Airman Jerome Davis practices static scenarios in a training room at the control tower. The scenarios train controllers to deal with many hypothetical situations, which could occur at Langley AFB air field.

Highway systems use an intricate network of lights, lines, signals and signs to turn what would seem to be a disordered jumble of vehicles into a quite simple, steady stream of traffic. Not unlike air traffic, which instead of road signs and stoplights uses highly trained personnel to guide aircraft on and off the ground quickly and safely.

The Air Force's air traffic controllers are tasked daily with a challenging, yet rewarding job. There's a lot at stake, aside from \$25 million fighter jets, they are also responsible for the lives of the pilots and passengers.

It's a job that requires lengthy training, self-confidence and integrity. There is one of the most prestigious jobs in the military today.

The road to success is often a trying journey. In the case of air traffic control, it's one of knowledge and training. The journey begins at the Air Traffic Apprentice School at Keesler Air Force Base, Miss.

"They give you a taste of what air traffic's like," says Airman 1st Class Robert

Lugaro, an air traffic controller with the 1st Fighter Wing, Langley Air Force Base, Va. "They'll show you the basics, guidelines, and small procedures to follow, but when you get to your base they teach you a little more in depth."

According to Lugaro, the school recently changed its curriculum to train more extensively in the job's two aspects, tower and radar approach command, or RAPCOM. The school previously consisted of 14 weeks of training, including 20 days dedicated to tower training, and 25 to radar. Airmen now leave the school with 44 days of training in one of the two fields, special-

izing in their particular aspect. This accommodates bases that may not have both RAPCOM and a tower. It also increases the airmen's knowledge of their job field, decreasing the amount of time they need to adapt when they arrive at their first base.

"The school couldn't possibly train them to a level where they could come right into the field and work," says Chief of ATC Training and Standardization Tech Sgt. Benjamin Sawyer, also with the 1st Fighter Wing. "Every base is different."

After tech school, aspiring ATCs continue to train according to their base's rules and regulations. Using simulated scenarios, or statics, they are subjected to nearly every situation they could encounter

on the job. The scenarios include elaborate examples of emergencies and unusual situations, to better prepare them for things to come. During this time period they are known as 3-levels and are allowed to work in the tower only under supervision.

"We try to take it a lot further in the statics, so that if it does happen in real life, hopefully they have seen it before and can recall some of the experiences they had in training," Sawyer said.



**"You have to be able to think and perform on your feet."**

Airman Kristin Parmenter performs ground control duties at the Langley AFB air traffic control tower. Ground control maintains communication and taxis ground vehicles on and off the runway.



**“Obviously, in the tower, you have the best view on base ... you can’t beat that.”**



Airman 1st Class Leslie Burchfield uses her binoculars to observe a taxiing F-15 as it prepares for takeoff. Although controllers depend on a lot of high-tech equipment to perform their duties, they still rely on their natural senses to complete the job.

The primary objective of air traffic is to ensure the safety of the pilots and their equipment. Any aircraft within a five-mile radius and under 2,500 feet in altitude must be in contact with the tower. The tower notifies the aircraft of traffic and safety alerts, weather conditions and whether or not they are clear to land.

“Separate aircraft, that’s as simple as it gets,” Lugaro said. But sometimes the simplicity of the objective gets lost in the complexity of the situation. Tracking and coordinating the movements of multiple aircraft only gets more complicated as the numbers increase. “You turn into traffic cops, you really do.”

“It’s either feast or famine,” says the 1st Fighter Wing’s Chief Controller, Master Sgt. Kevin Griffith. “One minute it could

be dead and your sitting there, twiddling your thumbs, next thing you know traffic comes out of nowhere and it’s busy. You have to be able to think and perform on your feet.” Griffith has been an air traffic controller for 14 years and will be quick to tell you the job is all about knowing what to do at the right moment. The lengthy training culminates to create an overall knowledge base of procedures, eliminating the need to look for an answer in a reference book. It’s a job of split-second decisions, and taking charge of situations.

“It’s an important job, you have peoples lives at stake,” Sawyer said. “You’ve definitely got to be confident. When you’re telling a pilot what to do over the frequency and you say it with confidence and authority, they’re going to do it.

Pilots are aggressive and confident too, but when they’re in our airspace they need to do what we say.”

There are many rewards that come along with doing a job that holds so much responsibility.

“It’s like we’re an elite group, we’ve got peoples lives and million dollar aircraft on our hands, so a lot of people look up to us — and the pilots respect us,” Griffith said.

Every day the Air Force’s air traffic controllers ensure the lives of our country’s pilots and their aircraft make it safely to and from the air. It’s a demanding job that takes a solid work ethic, confidence and integrity. But as many of them will tell you, they wouldn’t trade their job for anything.

“It’s got to be the best job,” Lugaro said. “Obviously, in the tower, you have the best view on base ... you can’t beat that.”

*It is an important job, You have people s lives at stake.*

*For more information about the United States Air Force, call 1-800-423-USAF or visit [www.airforce.com](http://www.airforce.com)*



# AFTER THE STORM

*Story and photos by  
Petty Officer 2nd Class Chad Saylor*



(Above) A submerged playground in Peoria, Ill.

Petty Officer 1st Class Dave Hamilton talks with locals from Havana, Ill., about their flood preparations.





A family of three is sitting on the roof of their home, which has now taken on the appearance of an island. Just earlier, the family headed to the rooftop to avoid being swept away by raging floodwater caused by hours of rainfall. The family was happy even to have a roof. High winds blew the roofs off many of the homes in that same neighborhood. Roads were made impassable. People huddled and pondered escape routes. The area was deemed to be a state of emergency.

Help was on its way, however. Despite being miles away from any major coastline, the Coast Guard was providing that help. The crew of Marine Safety Detachment Peoria knows this scene all too well. Each year, they respond to a variety of emergency situations, including floods. After a storm, when people such as that family of three sitting on the roof of their home need a helping hand, MSD Peoria is there reaching out.



Petty Officer 2nd Class Jerry Ferguson keeps watch on the Illinois River in Peoria, Ill.



Situated between Chicago and St. Louis is MSD Peoria. The MSD is responsible for a 123-mile stretch of the Illinois River. It also is accountable for maritime inspections along the Mississippi and Missouri Rivers.

The detachments primary missions include marine inspection, port safety, marine environmental protection, and homeland security. But, it's another mission that has been making headlines for the unit.

MSD Peoria is uniquely equipped to handle flood responses, and when storms strike their area of responsibility, the unit's personnel respond as part of its Disaster Assistance Response Team.

Typically, the DART consists of 16 Coast Guardsmen, mostly reservists, who man 16-foot, flat-bottomed, trailerable, aluminum shallow boats equipped with 25-horsepower engines.

When needed, the DART allows personnel the opportunity to combine



(Above) Reserve Petty Officer 3rd Class Jerry Ferguson and Hamilton start-up the 17-footer, moored up next to the Coast Guard Cutter Sangamon, at Shore Side Detachment Peoria, Ill.



(Above) A flooded road in Frederick, Ill.

many of their daily functions with non-traditional forms of their missions. The teams perform search and rescue functions, assist in evacuation efforts and transportation of other emergency services personnel, assist law enforcement and other rescue agencies, and perform marine environmental protection tasks.

The DARTs have become permanent aspects of other marine safety offices and

detachments throughout the eighth district as well.

Currently, 11 marine safety offices and detachments have punt boats ready for deployment. The Eighth Coast Guard district is the only district currently equipped with these assets.

In May 2002, MSD Peoria's DART was called into action when record flood levels threatened nearby Beardstown, Ill., and the



(Above) Hamilton and Ferguson inspect DRU's at Marine Safety Detachment Peoria.

adjacent communities. Lt. Francisco Rego, supervisor of MSD Peoria, said days of constant rain caused water levels to reach 29 feet, which is nearly 15 feet above the flood stage. Rego said the Illinois River usually averages about 12 feet and normally is closed to traffic when it reaches 24 feet.

Rego, who has been in charge of MSD since June of 2001, said this year's large scale flood response required the coordination of many agencies. Through strong communication with the community, the



DART has increased its response capabilities for possible future flood situations.

Working with a DART in flood conditions is nothing new to Petty Officer 1<sup>st</sup> Class Dave Hamilton, a reservist at the MSD who has lived in Peoria since his entry into the Coast Guard in July 1985. Hamilton said he's seen his share of bad floods, and appreciates the cooperation the unit receives from the community.

"I have worked some pretty severe floods in my time. From the industry to the civilian side, all (mariners) adhered to the notices regarding the closure of the Illinois River, which made our job easier."

As a coxwain of MSD Peoria's 17-foot patrol boat, Hamilton knows how important their job is in the community. During his patrols along the flooded river, he would check to make sure the residents living near the water were doing OK.

"The community, in my opinion, has a lot of respect for the Coast Guard here in the Peoria area," said Hamilton. "We would have worked hard through the years to ensure the tax-paying community gets the respect and professionalism they deserve from the Coast Guard. "We have a large area to cover, and when you get a flood it's tough to be everywhere at once. We make sure areas of concern are addressed first."



(Right) Hamilton and Ferguson inspect the condition of a moored passenger vessel.

The MSD is always looking for ways to better serve the community. After May's flooding, Rego said the Peoria area has seen that they have this type of flood rescue resource available in their community. Coast Guardsmen in small punt boats might not be what the public is used to, but after

the storm, they'll be a welcomed helping hand.

*For more information about the United States Coast Guard, contact 1-800-NOW-USCG or visit [www.gocostguard.com](http://www.gocostguard.com)*



Hamilton (pointing) and Ferguson assess river conditions in Havana, Ill.



# Soldiers on

Performers in the 2002 U.S. Army Soldier Show have found that being a soldier is about more than protecting freedom. For some, it's also a call to inspire and encourage, said Staff Sgt. Q.P. Bean, a show cast member.

"I think it's important for people to know that soldiers have talents that allow them to take away sadness and make people smile even as America fights wars," Bean said.

A 90-minute, live musical on tour through November at installations Armywide, the Soldier Show spotlights the talents of 24 cast and crew members from such MOSs as infantry, signal and transportation. It's a production of the U.S. Army Community and Family Support Center's Entertainment Division, and is one of more than 200 morale, welfare and recreation programs the Army provides soldiers and families worldwide.

The show debuted in May at Fort Belvoir, Va., and attracted viewers to the door an hour and a half before the curtain rose.

Appearing at 54 installations in 20 states and six countries in Europe and the Middle East, the production features a variety of music, including pop, country, gospel, oldies, R&B and jazz. An opening number titled "Freedom is Not Just a Word" is followed by such songs as Celine Dion's "A New Day Has Come," Brooks and Dunn's "Only in America" and



Cast and crew members belt out a rousing finale as a gigantic American flag billows in the background.

Shakira's "Whenever, Wherever."

"We've got something for everyone to enjoy, and most of the songs are easily recognizable," said Lt. Col. Ann Gordon, a reservist and the highest ranking soldier ever to perform in the show.

Audiences who see the show today in its refined, well-rehearsed form may think the performers are professional artists who've spent years honing their voices and movements,

said artistic director Victor Hurtado. He's watched the cast members ripen into what he calls "total pros,"

## "Freedom is Not Just a Word"

Spc. Mari Koontz, a military police soldier stationed in Giessen, Germany, gives a fiery performance during the show's latin-flavored segment.





# n Stage

Story by Beth Reece

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and likes to think audiences will be wooed by the performers' creative gifts.

The show's stars have weathered constant scrutiny since their showmanship, talent and poise snagged them roles during late-March auditions.

"They're going to be on the spot to perform every single night, so they have to be perfect," Hurtado said.

"They've got a lot of mental and physical hurdles to clear before we take the show on the road, and there won't be room for sensitivity."

Hurtado doesn't hesitate to correct performers' mistakes. "I call them on things immediately. But I also tell them they can't feel bad every time they do something wrong, because mistakes are inevitable."

Superstars perfect their performances over months or years; these soldiers had just six weeks to mature into professional singers and dancers. Twelve-hour days were the norm, and the anticipation of live performances was as nagging as it was exciting.

Spc. Jaye Pineda-Chavez said she lost 15 pounds because of the rigorous dance workouts. In rehearsals she lost four days of practice because of a damaged knee, and the constant singing strained her voice.

"But it's worth the pains to be part of something this big," she said.

The show's broad musical range requires performers to portray various emotions through voice and movement. A certain pitch of the voice might signal heartache, for example, or a stretch of the arm could communicate need.

In early rehearsals for a mixed duet of country hits, choreographer Maurice Johnson encouraged Sgt. Rodney Watts and Sgt. Diana Bond to use gestures to lure audiences into the song's story.

"You have to establish a relationship the audience will feel," Johnson told the performers. "Trust me. You'll get a feel for this as you rehearse the routine."

Faster tunes challenge cast members to control their breathing while dancing and singing simultaneously. Johnson — who has



(Above) 1st Lt. Jennifer Sherwood (front), Sgt. Timora Green (left) and Spc. Robin Smith sing "Lady Marmelade" in the show's "Moulin Rouge" segment

(Below) Spc. Tryce Fink adds variety to this year's Soldier Show by sharing her instrumental talents.







*Show schedules, cast biographies, performance photos and information about how to audition are available on the Army's morale, welfare and recreation website at [www.armymwr.com](http://www.armymwr.com).*

worked with production teams for Michael Jackson and Madonna, among others — eased rehearsals by slicing routines into segments, allowing cast members to gradually memorize whole songs.

“Putting all the routines together into one performance was the hardest part,” said Spc. Robin Smith. “At first, it was impossible to remember what step went with what part of what song.”

And there were those, like Bean, who started rehearsals with two left feet. “My worst memory of rehearsals is when

*Capturing the elegance of the tune “Sparkling Diamonds” are, from left, Sgt. Rodney Watts, Staff Sgt. Greg McPhee, Pfc. Jonathon Smith, 1st Lt. Angel Stone, Spc. Randy Batarao, Spc. Mark Catarroja and Sgt. Albert Latuch.*

everyone had finished learning their numbers, but I was still working through mine,” he said.

While fellow cast members headed home after 12 hours of rehearsals, 1st Lt. Jennifer Sherwood — whose stage experience includes performances in “Grease” and

“Annie” — stayed behind to help Bean clean up his act.

“We’ve worked as a team from the beginning,” said Gordon. “This has made a big difference during changes, especially when we perform in back-to-back songs.”

“A good voice and a knack for dancing aren’t enough, so much more has to come from within,” said Hurtado, who starred in the show from 1986 to 1989 and later produced “Sounds of Unity” with Kenny Loggins. “It’s an indescribable quality that you can see, but can’t teach.”

Elvis had it. Madonna has it. “I’m talking about stage presence. People with this gift can look into the audience and make every person feel as if the singer is performing just for them.”

While Hurtado thinks cast members will connect with audiences on a superficial level because they’re all soldiers, he’s found that his performers have a sincerity that he trusts will deepen the connection.

Cast members also bring their own instrumental talents to several perfor-

## The Crew

Behind the scenes, six unseen but essential crew members make the Soldier Show cast shine.

“We couldn’t do this show without the technicians. They deserve a lot of credit. Without them we’d be standing under a street light without a set, and with no sound,” said cast member Lt. Col. Ann Gordon.

The crew includes a stage manager, floor manager, light technician, wardrobe technician and two audio technicians. They operate computer based lighting and audio

functions to add spotlights and color throughout performances. They can also increase the volume on microphones for performers with soft voices.

Lead audio engineer Staff Sgt. Robert Boucher said he’s honored to work with a cast “so incredibly talented.

“I’m blown away every time I see them perform, and I’m thankful that we have top-of-the-line equipment to help bring their performances together,” he said.

The crew also includes six military drivers with

commercial licenses. They drive an 18-wheel tractor-trailer that hauls most of the production’s equipment, as well as a 44-passenger bus and 15-passenger van for staff and costumes.

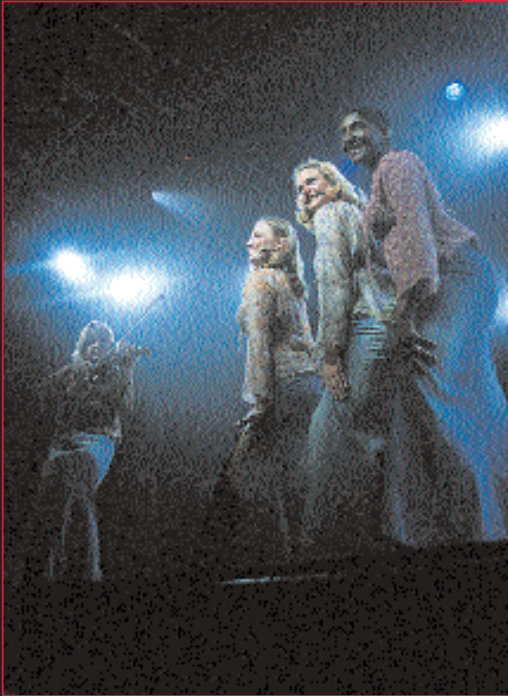
— Beth Reece

Staff Sgt. Robert Boucher enhances the show with sound and lighting adjustments on computerized equipment.





# Manual Labor



Fink plays fiddle while Sgt. Kathy Heidecker, Sgt. Sharon Tongul and Lt. Col. Ann Gordon sing the Dixie Chicks 'Somedays You Gotta Dance.'

mances. Spc. Tryce Fink performs a lively fiddle tune. And Watts strums guitar to "The Red, White and Blue," a song he wrote, which aired on a Kentucky radio station early this year.

The cast's versatility no doubt enhances the show, Hurtado said, but he is still most pleased with the range of voice styles.

"I've got every instrument I need," he said. "I've got one person with a rich, deep, but still feminine voice with beautiful bravado. I've got girls who can wail really high. And I've got the sincere, sweet, yet masculine voice."

Most performers have said stardom isn't their goal, and many miss their families and the jobs they left behind.

"I'm enjoying myself here, but I also look forward to going back to my husband and my job," said Pineda-Chavez, an aircraft dispatcher.

Some performers have confided their higher aspirations to Hurtado, asking for the secret to success. "It's not fair," he said, "but fame is more often about luck than talent." So he urges them to measure



(Left) Sgt. Diana Bond of Fort Sill, Okla., puts a lot of emotion into her performance of the Jo Dee Messina hit "Bring on the Rain."

Former Sgt. Maj. of the Army Robert E. Hall called the soldier Show the most grueling duty apart from combat. It's no surprise, because cast members mount and tear down almost 20 tons of stage equipment per story.

"This is 80 percent of what we do. Entertaining is only 20 percent," said Spc. Joey Beebe, who returned as this year's production assistant after performing in the 2001 show.

More than one million pounds on electrical, sound, lighting and stage gear will pass through the cast and crew's hands before the tour's end. That includes four miles of cable and 125 theatrical lights.

While it can take almost 14 hours for a new cast and crew to

set up the stage the first time, they'll do it in less than six hours by the time the show returns to the East Coast for its final performances in October and November.

Dismantling the stage takes about two hours, after which the cast and crew members load everything onto an 18-wheel tractor-trailer.

Much of the equipment is heavy and requires caution while setting up. As the highest ranking member of the cast and crew, Lt. Col. Ann Gordon has adopted the role of safety officer. She ensures soldiers wear hard hats and construction boots during setup, and listens for sounds that signal something is wrong with the stage's framework.

Because stage work is so extensive, Soldier Show finalists were given a taste of the hard labor during audition week.

"We wanted them to know how hard it is - that the show isn't all about performing," said Beebe. "Plus, we wanted to see how hard they'd work together as a team, because it takes everybody to do it right."

- Beth Reece



Spc. Randy Batarao adjusts support cables for the stage's framework.

success by personal growth and

audiences' reactions.

"Judge yourself by looking into people's faces and what they say after the performance," he tells them.

"When a 4-year-old and a 90-year-old both tell you how much they enjoyed the

show, then you know you've touched a person directly."

And inspiring others to feel, he said, is exactly what the Soldier Show is about.

**For more information about the United States Army, call 1-800-USA-ARMY or visit [www.goarmy.com](http://www.goarmy.com)**



COOKING FOR THE CREW ...

CHARTING THE COURSE ...

WATCHING A SCREEN ...

... HOW ABOUT

# LAUNCHING A MISSILE

Story and photo illustrations by Seaman Bretta Boyer

Photos by Seaman Bretta Boyer and  
Petty Officer 3rd Class George Heath

Below the main deck, gunners-mates in Combat Systems Equipment Room Three are buzzing around the ship prepping the SM-2s for launch.

"All weatherdecks secure with the exception of the midships!" sounds over the loudspeaker of the USS Bulkeley. The announcement is made to prepare the crew for the launch of a Standard Missile 2 -- more commonly known as an SM-2. This warning lets all sailors aboard know to stay a safe distance away from the missile decks during the launch.

"During combat training the launch of an SM-2 can take up to two hours, but in a time of war they can be lit off within a minute," Senior Chief Petty Officer Donald Turkowski said.

Training operations are essential to the combat readiness of any ship. The newly commissioned destroyer has been testing all the systems on board the Bulkeley since they left the shipyards in Pascagoula, Miss., Nov. 4, 2001, Petty Officer 1st Class Craig Barnard said.

Less than a month later the ship pulled into port next to the Intrepid Air and Space Museum in New York where it was commissioned Dec. 8, 2001.

"The commissioning in front of the city really made me proud of what I'm doing," Petty Officer 2nd Class Erika Zajak said.

#### Action!

An SM-2 missile is launched from the forward missile deck of guided missile destroyer USS Bulkeley. The missile was launched as part of an exercise to prepare the ship to qualify as combat ready.





#### Coming down!

As missiles are loaded onto the ship, a worker lines up a missile casing with the appropriate hatch so it can be lowered into the launcher.

"Knowing that we were the first ship to pull in there since the events of 9/11 made a huge impact on the effects that day had on me."

Nine-and-a-half months later the crew departs its homeport of Norfolk, Va., for its first set of major training operations.

Off the coast of Puerto Rico the crew is able to test the abilities of their ship during Combat Systems Ships Qualifications Trials. The trials are one of the main procedures the crew must complete before the ship is declared combat ready. During the trials each division, or work group, is inspected thoroughly by a float-training group.

"This is my first pre-com(missioned) ship where experience had an impact on the stand up of a division," said Petty Officer Richard Cordero, the leading petty officer of the missiles division. "The training the

Petty Officer 3rd Class GEORGE HEATH



SEAMAN BRETTE BOYER

junior enlisted personnel received on board played a major factor in receiving an unprecedented grade of excellence from inspectors."

During the sea trials in Puerto Rico, the gunnarmates and fire controlmen on



SEAMAN BRETTE BOYER

#### 6,4,8,2 ...

Petty Officer 2nd Class Erika Zajak writes down the information on the missile fired so she can log it in the ship's records.

#### Scrub-a-dub-dub

Petty Officer 3rd Class Chris Ayers cleans the hatch and cartridge of a missile fired earlier in the day. This must be done to prepare the launcher for the reloading of missiles for future exercises.



**5, 4, 3, 2 ... 1**

**... THE MEMBERS  
OF THE CREW WHO  
ARE TOPSIDE TO WATCH  
HOLD THEIR BREATH.  
EVERYONE'S WAITING.  
THEY KNOW IT'S COMING  
... BOOM! THE SOUND IS  
DEAFENING ... THEN IT'S GONE.**



**FIRE!**

During a training exercise on board the USS Bulkeley an SM-2 missile is caught in motion as it is launched from the aft missile deck.





SEAMAN BRETITA BOYER

**Cleaning up.**  
Petty Officer 1st Class Dean Chaney scrubs a hatch after the last launch.

board have the front line job. This part of the deployment is strictly centered around testing the weapons systems and putting the munitions on target, Petty Officer 3rd Class George Heath said.

Before they are able to work with the vertical launching system sailors must be given a secret clearance, which is required before entering school at Fleet Combat Training Center Atlantic in Damneck, Va. Here they expand on their original job training and concentrate on the MK-41 launch system, thus earning the needed Naval Enlisted Classification to run the high-tech system.

Once they have earned their classification sailors go on to fill NEC billets. These NEC's go into each sailor's service record as additional training.

On board the ship they learn more about the launch control unit, which includes the computer console called the advanced launch peripheral unit. In the lower portion of the unit are AN/UYK-44(V) and

AN/UYK-44 EAG. In short, these are considered the left and right sides of the launchers brain, Petty Officer 3rd Class Chris Ayres said. Before a missile is launched the gunners-mates must go to the launcher and enable the canister safe/enable switch. This enables the dual-thrust rocket motor to be ignited when the missile is launched. The motor is what gives the missile the momentum to get to its target.

Meanwhile, gunners-mates in CSER One and Three monitor all modules on the control unit to ensure the only missiles online are the ones being launched, unlike during a time of war when all missiles would be enabled.

Through their headsets, both stations communicate with the missile systems supervisor tracking the progress of the launch from start to finish. A fire controlman takes the role of supervisor in the combat information center. Here they track all statistics for the missile on a

console.

During each missile operation there are a series of procedures that must be followed in order to ensure all the test readings come out correctly. The launch sequencer monitors the conditions of everything inside the launcher and sends all the information to the launch control unit.

A siren sounds warning the crew they have 15 seconds till launch.

After the siren goes off, the members of the crew who are topside to watch hold their breath. Everyone's waiting. They know it's coming ... BOOM! The sound is deafening ... then it's gone. Through all the flame and exhaust the missile shoots into the sky heading for it's target. The entire team below is back on the move.

Those on station in the service interface rooms, located outside the launcher, activate the blowout system to clear the launcher of carbon monoxide and other toxins.

The first step of post-fire procedures is

for the gunnersmates to test the launcher with a portable carbon-monoxide detector, which is used as a precautionary measure in the event of malfunction of the carbon-monoxide monitor installed inside the launcher. If the detector goes off, the room is still toxic and all personnel need to leave the room immediately.

The missile hatches are opened so the chambers can vent. The gunnersmates then process paperwork on each missile launched and take the necessary steps to clean and preserve the launcher for further operation, Barnard said.

"This includes things like safety checks, cleaning the hatches and tagging out the equipment," stated Barnard. "It's kind of like cleaning a gun when you get done shooting it."

Once the ship has completed all of its inspections it will join the George Washington battle group in the Atlantic Fleet. The destroyer will then take its place alongside the 12 ships that make up the defending line-up of the battle group.

Meanwhile, as the SM-2 shoots through the air on its mission of destruction, the eyes of those watching remain focused on the missile. Many jump as the target overhead breaks the sound barrier.

Gaining fast, it closes in on its target.

Contact is made, and in a puff of smoke they're gone.

*For more information about the United States Navy, contact 1-800-USA-NAVY or visit [www.navyjobs.com](http://www.navyjobs.com)*



SEAMAN BRETITA BOYER

**Lefty loosey, righty tighty.**  
Petty Officer 3rd Class Nathan Sharrar removes the umbilical from the missile casing after it has been launched. The umbilical feeds all information and readings to and from the missile.



# Around the Services

(Right) Task Force Eagle Soldiers from the 104th Long Range Surveillance Detachment of the Pennsylvania Army National Guard go through pre-jump inspection while conducting airborne operations near the city of Bijeljina in Bosnia and Herzegovina. The SFOR soldiers were parachuting with their partners, the Italian Carabinieri, to maintain proficiency and build esprit de corps among Multinational Division (North) soldiers. (Photo by Maj. John Dowling)



(Left) - DJIBOUTI  
Bridgewater, Mass., native  
Cpl. Robert Buckley looks  
through the eye piece of a  
laser guided missile system  
to "lase" a target as AV-8B  
Harriers drop bombs during  
a close air support live-fire  
exercise with Combined  
Joint Task Force Horn of  
Africa. Buckley is assigned  
to the 2nd Marine  
Expeditionary Brigade from  
Camp Lejeune, N.C. (Photo  
by Sgt. David J. Drafton)





(Left) Clark Air Base, Philippines, American and Phillipino Jumpers exit an MC-130P Combat Shadow Aircraft over a drop zone here. An exercise called Balance Piston 03-05 started Feb. 3 and aims to increase the interoperability between the two nations' armed forces. More than 400 members from three components of Special Operations Command-Pacific, are participating in the training. (photo by Master Sgt. Michael Ferris)

(Below) At Sea aboard USS Harry S. Truman, Aviation Boatswain's Mate 2nd Class David King directs a C-2 "Greyhound" assigned to the "Rawhides" of Carrier Logistic Support Squadron Four Zero onto one of four steam driven catapults on the ships flight deck. (photo by Photographers Mate 3rd Class Danny Ewing Jr.)





# PAIN IS WEAKNESS LEAVING THE BODY

THE QUESTION ISN'T HOW MUCH MORE CAN YOU TAKE.  
BUT HOW MUCH MORE CAN YOU GIVE.  
JUST WHEN YOU'RE READY TO QUIT, YOUR MIND SAYS PUSH HARDER.  
AND LIES, GAINING AN INNER STRENGTH THAT WASN'T THERE BEFORE.  
AND SUDDENLY YOU DISCOVER YOU NO LONGER FEEL THE PAIN.  
NOW THERE ARE 42 US.

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THE  
CHANGE  
IS FOREVER



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